being used to intimidate political opponents in Andhra Pradesh,

THE DEPUTY CHAIRMAN: Now Shri Dipen Ghosh will lay the Reports of the pubic Accounts Committee

REPORTS OF THE PUBLIC ACCOUNTS COMMITTEE

SHRI DIPEN GHOSH (West Bengal) : I beg to lay on the Table a copy each (in English and Hindi) of the following Reports of the Public Accounts Commiuce:

(i) Eleventh Report on Universal Elementary Education in the age group 6—14;

iii) Twelfth Report on Research Reactor Dhruva; and

(iii) Thirteenth Report on ment Procedure—Summary and Scrutiny Assessment.

THE DEPUTY CHAIRMAN: Now, there is Bill for introduction.

THE INDO-T1BETAN BORDER POLICE FORCE BILL, 1992

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN): I beg leave of the House to introduce a Bill to provide for the constitution and regulation of an Armed Force of the Union for ensuring the security of the borders of India and matters connected there with.

The question was put and the motion was adopted.

SHRI S. B. CHAVAN: I introduce the Bill.

THE BUDGET (RAILWAYS) 1992 93

THE DEPUTY CHAIRMAN: We have special mentions, and we have got half way? through the reply of the Railway Minister.

रास्ते में पटरी पर खड़ी है । अगर सारा हाउस एग्री करे तो हम लोग रेलवे मिनिस्टर साहब का रिप्लाई ले लें ।

श्री प्रमोद महाजन (महाराष्ट्र) : अगर लोकसभा के जैसे, राज्य सभा में भी कुछ कन्सेशन दें तो उनकी गाड़ी आगे चलने की अनुमति दी जा सकती है ।

श्री मोहम्मद अफजल उर्फ मीम अफजल (उत्तर प्रदेश) : मैडम, 12 तारीख को आजमी साहब ने हज का मसला उठाया था ।

†[شری محمد افضل عرف م- افضل
میڈم ۱۲ تاریخ کو اعظمی صاحب
نے حج کا مسئلہ اٹھایا تھا -]

THE DEPUTY CHAIRMAN: I will allow you the special mention and note it down that you should be given permission to raise this issue.

SHRI PRAMOD MAHAJAN: Railway Minister must announce some concessions in Rajya Sabha also and under that condition, he can continue his reply.

THE DEPUTY CHAIRMAN: आप उनकी गाड़ी की चेन मत खींचिए । उनकी गाड़ी चलने दीजिए ।

श्री प्रमोद महाजन : हम थोड़ा धक्का देना चाहते हैं ।

THE DEPUTiY CHAIRMAN: It was decided in the Business Advisory Committee that the Appropriation Bill also will be discussed together with the Railway budget discussion; these will be taken together. These are Appropriation (Railways) Bill, 1992, Appropriation (Railways No. 2) Bill, 1992.

†[] Transliteration in Arabic Script.

श्री सत्य प्रकाश मालवीय (उत्तर प्रदेश) : माननीय उपसभापति जी, मैं जानना चाहता हूं कि एप्रोप्रिएशन बिल के सिलसिले में बिजिनेस एडवाइजरी कमेटी ने कब डिसाइड किया ?

उपसभापति : बिजिनेस एडवाइजरी कमेटी की जो पिछली मीटिंग हुई थी उसमें ।

श्री सत्य प्रकाश मालवीय : यह एजेंडा में आना चाहिए था ।

उपसभापति : यह रिजोल्यूशन आया था । यह बात हुई थी ।

श्री सत्य प्रकाश मालवीय : यह चीज एजेंडा में आनी चाहिए थी । जो एजेंडा पेपर डिस्ट्रीब्यूट हुआ है इसमें नहीं है । अगर तय हो जाता लास्ट मीटिंग में । होना चाहिए (**व्यवधान**) यह कहां लिखा हुआ है ।

श्री उपसभापति : ऐसा होता है ... आप जरा बैठेंगे । बिजिनेस एडवाइजरी कमेटी ने यह सोचा था कि रेलवे पर जितना टाइम दिया है उससे कुछ टाइम और बढ़ा दें ताकि एप्रोप्रिएशन भी उसी के अंदर आ जाए । वही डिसकशन होगा तो इसके अंदर लोग ज्यादा बोल सकेंगे साथ ही डिसकशन हो जाएगा बजाए, इसके कि अलग डिस्कशन करें । तो ऐसा निर्णय हुआ था (**व्यवधान**) मेरी बात तो सुनिए ।

श्री सत्य प्रकाश मालवीय : बिजिनेस एडवाइजरी कमेटी में हर व्यक्ति तो मेम्बर रहता नहीं । तो बाकी सदस्यों को कैसे इसकी जानकारी होगी ।

उपसभापति : मैं आपको बताऊं । यह रिपोर्टिंग लोक सभा से नहीं हो सकी हमारे हाउस में तो यह बिजिनेस के अंदर आपको रिपोर्ट नहीं हो पाया । कल लेट रिपोर्ट हुई लोक सभा से इसलिए आज सप्लीमेंटरी बिजिनेस निकालकर बताना पड़ा सेक्रेटेरियट को । इसमें कोई अड़चन नहीं है । आप अगर रेलवे में बोले हैं तो आपने वह बोल ही दिया होगा जो आपको एप्रोप्रिएशन में बोलना था ।

SHRI DIPEN GHOSH (West Bengal): Madam, is case some Members want to speak on the Appropriation Bill, they should be allowed to speak.

THE DEPUTY CHAIRMAN: The time was extended.

SHRI DIPEN GHOSH: Of course, it was decided in the Business Advisory Committee that the Railway Budget and the Appropriation Bill would be taken together.

THE DEPUTY CHAIRMAN: Your representative was there.

SHRI DIPEN GHOSH: But Madam, please try to understand. I know that it was decided that these would be taken together. But when the Members were taking part in the discussion on the Railway Budget, they could not cover the Appropriation Bill because, by that time, the appropriation Bill was not sent to the Rajya Sabha, after having been passed by the Lok Sabha. It was -passed by the Lok Sabha only yesterday and it was sent to us yesterday evening. Naturally, earlier, the expectation was that Members, while participating in the discussion on the Railway Budget, would also be able to cover the Appropriation Bill. But they could not cover. Therefore, if any Member desires to speak on the Appropriation Bill, he should be allowed.

THE DEPUTY CHAIRMAN: Let the Minister finish his reply.

SHRI DIPEN GHOSH: This is not the practice. This is not the procedure. *(Interruptions)*

श्री प्रमोद महाजन : फिर भी इसका उल्लेख तो नहीं है ।

उपसभापति : काहे का ।

श्री प्रमोद महाजन : संशोधित कार्य-वाही में एप्रोप्रिएशन बिल का उल्लेख तो चाहिए । आपने इसमें एप्रोप्रिएशन बिल लिखा ही नहीं ।

THE DEPUTY CHAIRMAN: I have no objection, i have absolutely no objection ever to Members speaking in the House because if I have to sit here, I have to sit here, whether you speak on the Railway Budget or on the Appropriation Bill. But appropriation should not be mis-appropria-tion of the time of the House. My feeling is this. I am pointing out my difficulty which is being discussed with me by the Parliamentary Affairs Minister, Mr. Jacob. There is one particular Bill, by the Environment Minister, Mr. Kamal Nath. It has to be taken up today at any time which is convenient. This is because he has to go for some conference. It has to be passed within a certain time-limit. There is a time-frame for that. This is the difficulty. But if Members want to ask soime questions of the Minister, they can ask. You can put your views. Two minutes, five minutes. Anybody who wants. Not that everybody wants to appropriate, misappropriate.

SHRI DIPEN GHOSH: Appropriates should' not be misappropriators.

THE DEPUTY CHAIRMAN: You appropriate if you want. Do you want to ask any question from the Minister, Mr. Dipen Ghosh? Doe$_s$ anybody want to ask? Nobody? Therefore, it was a technical halt.

उपसभापति : एक तो चेन खिची, अ.खिर ।

श्री चतुरानन मिश्र (बिहार) : अ.प को आसानी होगी जब जवाब देंगे । हम लोग तो आपकी बात मानते हैं । एक प्रश्न यह उठा था, जैसा कि माननीय मंत्री जी जानते हैं कि रेलवे के कुछ कर्मचारी जो पहले डिसमिस किये गये थे, पिछली सरकार ने उनकी रीइनस्टेटमेंट करने का निर्णय लिया, लेकिन यह निर्णय उस वक्त लिया गया जबकि वह माइनारिटी में हो गई । इसलिए राष्ट्रपति जी ने उसकी स्वीकृति नहीं दी, तो वह यथास्थिति में पड़े हुए हैं । मैं आपसे अनुरोध करूंगा और जानना चाहूंगा कि चूंकि वह रेलवे के बहुत ही परेशान कर्मचारी हैं, उनके बारे में निर्णय लिया है, तो हमको सूचित करें और नहीं भी निर्णय लिया हो, तो बता दीजिए कि उनके बारे में यथाशीघ्र निर्णय लेकर कुछ कार्यवाही करेंगे ।

SHRI YASHWANT SINHA (Bihar): Madam Deputy Chairman, of course, som$_e$ Member$_s$ have raised this point in the House. But I also want to raise it because, I feel, it is very important in itself, and it also raises' a question of political morality and political conduct. Madam, there is a force in the Railways called the Railway Protetion Force. This Railway Protection Force, R.P.F.,...

THE DEPUTY CHAIRMAN; I* is part of this?

THE LEADER OF THE HOUSE (SHRI S. B. CHAVAN): Madam, may I make one submission? The Minister was half way through his reply. Let him finish his reply. After he finishes his reply, questions can be raised and he can reply.'

THE DEPUTY CHAIRMAN: He is speaking on the Appropriation Bill.

SHRI S. B. CHAVAN: The Bill will have to be moved by the Minister first.

THE DEPUTY CHAIRMAN: Let the Minister finish his reply. Let him move the Appropriation BilL Then, later on you can speak, whichever the House wants.

SHRI YASHWANT SINHA: I thought you have allowed and we will raise our points now.

THE DEPUTY CHAIRMAN; Now means he has to move it first. I had put a view point from the Chair. Let him move his Resolution, then you can ask.

श्री प्रमोद महाजन: उपसभापति महोदया, जो हुआ वह अच्छा नहीं है, रेल मंत्री जी के आधे भाषण को रोक कर एप्रोप्रिएशन बिल मूव करना यह मुझे लगता है पद्धति में बहुत अच्छी चीज हुई नहीं।

उपसभापति: नहीं कर रहे हैं। बैठिए-बैठिए, नहीं करेंगे। आप अपना भाषण पूरा कर लीजिए।

श्री चतुरानन मिश्र: ऐसा होता है कि पैसेंजर ट्रेन को रोक कर, मेल को पास करना यह अच्छी चीज नहीं है। . . . . (व्यवधान)

उपसभापति: हां, कभी-कभी पैसेंजर ट्रेन रोकी जाती है। . . (व्यवधान) बोलिए-बोलिए।

THE MINISTER OF RAILWAYS [Shri C. K. JAFFER SHARIEFJ Madam Deputy Chairman, yesterday I was replying to the discussion held on the Budget, for 1992-93. I have already explained the thrust that the 1992-93 Budget has been given. As I said, the major thrust would be, gauge conversion, electrification, rolling s^ock, technological upgradation, human resource development, inter-modal transport and development of terminal capacity.

Madam, the scheme of gauge conversion has been widely acclaimed. I have allocated Rs. 550 crores for gauge conversion during the current year which is more than double the expenditure in the Seventh Plan for gauge conversion. Gauge Conversion is expected to boost economic activity and improve the operating efficiency. Besides, this would also generate Jocal employment during the period of conversion and thereafter employment in the new growth centres.

Madam, the Eighth Plan objectives are 83 million tonnes incremental originating revenue earning over the original target of 335 million tonnes in 1991-92 and an annual growth rate of 5 per cent in passenger traffic. Infrastructure development is a must and I hope Planning Commission would be able to allocate more funds to the railways during the Eighth Plan period.

Madam, the budgetary support is dwindling. It would have been possible to have a plan size of only Rs, 5450 crores as against the plan size of Rs. 5325 crores in 1991-92. However, *by* resource mobilisation it has been possible to fix the plan size at Rs. 5700 crores. The Planning Commission has agreed to review the situation and allocate more funds during the year. With major high-density routes having been electrified, the electrification scheme would tend to taper off and it would be possible to allocate more funds for important gauge conversion, so as to remove economic backwardness of under-developed regions.

Madam, I have allocated Rs. 50 crores for passenger amenities in 1992-93 as against Rs, 31 crores in the previous year. This represnts an increase of 61 per cent. It is my intention to introduce pantry cars hi important long-distance trains. In order to ensure cleanliness at stations the Station Master/Station Superintendent would be. in sole responsibility and he shall coordinate all service agencies which would be accountable to him. So far as cleanliness in running trains is concerned, it shall be the additional responsibility of the Conductor in-charge and the team of Travelling Ticket Examiners. The passengers would thus know to whom to represent about cleanliness in running" trains. These steps would be in addition to the service improvement groups who shall monitor and ensure passenger amenities.

Madam, in the light of improved performance, I have revised the physical target for revenue earning freight traffic from 335 million tonnes originating to 337 million tonnes. Madam, I am happy to inform you that the performance in the first 11 months has exceeded the proportionate target fey 3.34 million tonnes. If the trend continues, we may end up carrying one or two million tonnes more, which would indeed be very creditable.

Madam, the improved physical performance is also reflected in the financial results, and I have projected an excess of Rs. 200 crores over what has been projected in the budget estimates. The House may be happy to know that there is every likelihood of this also being exceeded because of better performance.

Madam, the railways have a target of 354 million tonnes of originat. ing revenue earning traffic for 1992-93 and a five per cent growth in passenger traffic. I am quite confident that this would be achieved.

Madam, the input costs have gone up. The post-budgetary implications of the General Budget will put the railway finances under further strain. I am initiating the Action Plan for 1992-93, urging the loss-making railways to aim at break-even and profit-making railways to generate more surplus by introducing cost-effective techniques and greater productivity.

Madam, greater emphasis on inter-nodal traffic and containerization would be essential to capture high-rated traffic by running point-to-point trains with guaranteed delivery. Own Your Wagon and Own Your Container schemes would soon be launched so as to supplement the wagon fleet of the railways and generate more income.

Madam, as the honourable Members are aware, great stress is now being laid on the punctuality aspect. Immediately after I took over, a countrywide punctuality drive was launched and running of prestigious trains was monitored round the clock. As a result, trains like Magadh Express and North-East Express, which were hardly reaching the destination on time, started running as per schedule. The overall performance has also shown a big improvement. The punctuality of mail and express trains, which was 80.6 per cent in April-June 1981, has improved to 87 per cent.

Madam, there are very many aspects affecting punctuality, some of which are external factors over which the railways have no control. Agitations like Mandal and Mandir, local issues and other such issues affect punctuality, causing inconvenience to the travelling public. I appeal to the honourable Members to educate the public so that the railways do not become targets of local issues and agitations.

Madam, one area of generation of resources is exploitation of air space and surplus land in the metropolitan cities. This new potential area is yet to be tapped. I am proceeding with caution. My Ministry has identified certain potential areas for land management and exploitation of air space in important metropolitan cities. I intend to entrust this job to the Indian Railway Construction Company (IRCON). I would like to involve in this venture, as far as possible, the public sector enterprises who need space in the metropolitan areas, and anything over and above can also fee offered to the private seetor. Nevertheless, IRCON would be asked to work out the modalities to obtain the best possible terms for lease.

Madam, another potential area is generation of revenue through advertisements. The scope of this is tremendous. Tasteful advertisements in important trains, at important metropolitan city, stations and in the Calcutta Metro would be explored. I am sure this has got vast potential, but it involves expert handling by an advertisement agency which is innovative and forward-looking. It I«

[Shri C. K. Jaffer Sharief] not possible, Madam, to have direct interface with too many customers who are interested in advertisements, as it would be counter-productive. Engagement of experts would ensure profit sharing on a reasonable, basis, as costs are also involved. I am directing the Ministry to examine this as advertisements of consumer pro. ducts faithfully in trains can fetch us good revenue. Such advertisements have been attempted by many railways abroad.

Madam, as the budgetary support has been dwindling, as the capacity of the Railways to generate internal resources is limited, it was decided to set up the Indian Railway Finance Corporation in December, 1986 to raise resources from the market, to supplement Railway's Plan. So far this Corporation has raised Rs. 5,229 crores. The Corporation was also entrusted with the task of raising Rs. 150 crores for the Konkan Railway Corporation during 1991-92. The Corporation has so far been able to raise Rs. 111.6 crores. This Corporation in the fourth year of operation, made a profit of Rs. 114 crores in 1990-91 and paid a dividend of Rs. 23.2 crores, representing 10 per cent of the paid-up share capital. Madam, hon. Members would be happy to note that this is a creditable performance.

I have attempted a modest increase in the freight rates so as to contain the inflationary tendencies in the economy In fact, Madam, I have totally exempted all the essential commodities from any increase in the freight rates.

The Chief Minister of West Bengal has made a request that milk may also be exempted. Shri Balram Jakhar, Minister of Agriculture, my revered colleague, has also suggested the same. In deference to their request, I wish to exempt milk moved in tankers from any increase in freight rates.

Madam, the rate of inflation during the year reached, a peak of 16,7 per cent in August, 1991 and was about 11.8 per cent in February, 1992. The increase in the freight rate attempted in the present Budget is much below the rate of inflation. I am sure, Madam, this aspect would be appreciated by the hon. Members.

Madam, the increase in the passenger fares has been kept within limits. I am aware that the suburban passen_ gers are none too happy. I would only crave the indulgence of the hen-Members of the House, from Bombay and also the suburban commuters in the cities of Bombay, Calcutta and Madras to appreciate the economics of the rail transport system. Madam, the actual loss on the suburban services which was Rs. 198 crores in 1989-90, has now gone up to Rs. 207 crores in 1990-91. . The Indian Railways can ill afford to incur such losses on social obligations as it would affect their .transport capability. Such operating losses would cripple the system, affect replacement, renewals and additions and ultimately lead to stagnation and degeneration. This is not desirable.

The cost of inputs is going up. The rate of inflation has been around 16.7 per cent in August, 1991. The electricity tariff in the Bombay area has also gone up by 112 per cent in the case of supply by the Maharashtra State Electricity Board and 71 per cent by Tatas in the last six years.

Despite the increase in the input cost, I have decided to reduce the burden on second-class monthly season tickets. The revised increase will be as follows:

I to 10 km., no increase.
II to 15 km., Rs. 11.
16 to 70 km., Rs. 20.
71 to 150 km., Rs. 25.

Consequent on this revision, the relief for the second-class MST holders, as compared to the Budget proposals, will vary:

From Rs. 2 to Rs. 20L in 1 km. to 70 km, range; and

From Rs. 17 to Rs. 28 in 71 km. to 150 km. range.

The first-class monthly season tickets would also be adjusted accordingly.

Madam, in order to reduce the burden on the lower and the middle-class people, I have decided to withdraw the increase of Rs. 5 in the sleeper charges for the distance-slab of 501 km. to 1,000 km. I have also decided to reduce the increase from 20 per cent to 15 per cent in the case of First Class, Second Class A.C. Sleepers and A.C. Chair-Car. I am conscious of the difficulties faced by the middle class households and have decided to exempt LPG from any freight increase or step-up of classifications. The loss of revenue would be about Rs 60 crores and I will try to absorb the same by effecting economies.

Railways are the mainstay of the economy. High level of investment is needed so that rail infrastructure is modernised and strengthened to subserve the economy. It is essential for the railways to maintain financial viability and work on commercial lines to render satisfactory services. I am directing the Ministry to chalk out action plan for 1992.93 and also for the entire Plan period to ensure that the corporate objectives are kept in view to meet the challenges of the future. Thank you.

श्री शंकर दयाल सिंह (बिहार) : मैडम्,.... (व्यवधान)

SHRI DINESHBHAI TRIVED (Gujarat): There is an emergency sort of a situation| (*Interruptions*) would just take half a minute.

उपसभापति आप एक मिनट बैठिये, मुझे कुछ एनाउंसमेंट करना है। चतुरानन जी, आपका सवाल तो हो जायेगा। पहले जो समस्या है टैक्नीकल, वह क्लीअर हो जाये।

Some Members have got objection. One of the Members wants to raise something. So, I must giv$_e$ him an opportunity to raise his objection.

SHRI SATYA PRAKASH MALA-VIYA; Madam, I also want to speak.

THE DEPUTY CHAIRMAN; It is about Appropriation. Let him raise the objection.

श्री प्रमोद महाजन : उपसभापति महोदया, आज का सप्लीमेंट्री बिजनेस हमें यहां पर साढ़े बारह बजे दिया गया। रूल-23 यह कहता है कि :

"On days allotted for the trans-' action of Government business that business shall have precedence..."

सब लिखने के बाद वह कहते हैं कि :

"... Provided that such order of business shall not be varied on the . day that business is set down for disposal, unless the Chairman is satisfied..." "

वह हर चीज में वैसे लिखा है। क्योंकि विशेष एक्स्ट्रा आर्डिनरी सिचुएशन अगर न हो तो उसी दिन इस प्रकार का आर्डर आफ बिजनेस बदलने की कोई प्रथा नहीं है और मुझे यह लगता है कि रेलवे का एप्रोप्रिएशन बिल आज के बजाय यदि सोमवार को भी पास हो जाये तो कोई आसमान नहीं टूटेगा। इसलिये मेरी प्रार्थना है कि रूल-23 के अन्तर्गत उसी दिन बिजनेस बदलने का जब कोई प्रावधान नहीं है तो यह बिजनेस बदलना नहीं चाहिये। जहां तक बिजनेस एडवाइजरी कमेटी का सवाल है, मैं उसका एक सदस्य हूं, यहां उसकी चर्चा करना आवश्यक नहीं। मैं मानता हूं कि दोनों का डिस्कशन इकट्ठा होता था, लेकिन कुछ कारणवश दोनों का डिस्कशन इकट्ठा नहीं हो सका। मुझे यह लगता है कि यह बिजनेस इसलिये नहीं आया कि लोक सभा की ओर से एप्रोप्रिएशन बिल पास होकर हमारे सदन में 12 बजकर 5 मिनट पर आया

[श्री प्रमोद महाजन]

और साढ़े बारह बजे दूसरी सप्लीमेंट्री बिजनेश हुई। अगर वह कल आ जाता तो बिजनेस लिस्ट में आ जाता और अगर नहीं आया है तो मुझे लगता है कि हम नियमों को तोड़कर और एक ऐसी छोटी सी चीज के लिये जिसमें कोई एक्स्ट्रा आर्डिनरी सिचुएशन इंवोल्वड नहीं है, हम नियमों को न तोड़ें और एप्रोप्रिएशन बिल अलग से सोमवार को लेलें तथा हमारा जो एजेंडा है उसमें किसी प्रकार का अंतर न करें।

श्री सत्य प्रकाश मालवीय: उपसभापति महोदया, मैंने इस विषय को उठाया था और उसी के आधार पर मैं इसका समर्थन करता हूं, आज रेलवे बजट पास हो जाने दीजिये तथा एप्रोप्रिएशन बिल जो अगला कार्य-दिवस हो, उस दिन लिया जाये ।

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M. M. JACOB): Last time when we met in the Business Advisory Committee, this matter was raised. Since the Railway Budget is being discussed, this is only a nominal thing. The Budget along with it can go. So, in the light of that the Chairman has also permitted to move it soon after the Budget. That is why the Minister is also ready to present it along with the Budget after his reply to the Budget discussions. Many of the leaders whom I met have said that there is nothing special. They may ask questions. Naturally, any questions can be asked.

SHRI PRAMOD MAHAJAN: I am questioning the procedure.

SHRI M. M. JACOB: In the procedure there is no error. When the Chairman has permitted, there is no procedural error, *(Interruptions).*

SHRI DIPEN GHOSH: I had made it very clear. *(Interruptions).* we had decided that the discussions on the Railway Budget and the Appropriation Bill would b$_e$ taken up together. Our idea was that the Appropriation Bill would be made available before that. Otherwise, how could we discuss the Appropriation Bill before it was referred to the Rajya Sabha by the Lok Sabha?

SHRI VIREN J. SHAH (Maharash tra): Where is the Bill? How can we discuss something wnich is not in our hands?

SHRI DIPEN GHOSH; It was passed yesterday evening and it has been reported to the Rajya Sabha today at quarter past 12. Already he has started replying to the discussion on the Railway Budget. So, segregate the Appropriation Bill and fix up a fresh tim$_e$ for it. If some Members are desirous of speaking on it, they can speak and then it can be passed.

THE DEPUTY CHAIRMAN: When the matter came before the Busi ness Advisory Committee, the deci sion was taken. *(Interruptions)..* just a minute. I can apprise the House. At that particular point of time, it was not known or it could not have been known in advance when the Railway Appropriation Bill would be reported in the House a$_s$ the decision was taken earlier. According to the decision, it was to be so even if the Bill is reported today. And there is a provision in the rules that if the Chairman, whosoever is presiding, considers it proper, he can waive the rule and allow.

SHRI PRAMOD MAHAJAN: • Madam, at 12.10 the^s placed here; then it goes to the Chairman; then the agenda is prepared; it is typed, cyclostyled and distributed within 20 minutes. It is just surprising.

SHRI CHATURANAN MISHRA: And the Bill is not there.

SHRI PRAMOD MAHAJAN: You are changing the agenda. That is the basic problem.

SHRI JAGESH DESAI (Maharash- , t ra): The Chairman has allowed it.

SHRI S. JAIPAL REDDY (Andhra Pradesh): Madam, I think this problem has two aspects. One is technical arid the other is practical. We are prepared to cooperate with the Government. But there is unassailable force in the point of order raised by Mr. Pramod Mahajan. We can have the reply by the Minister and we can pass the Bill on Monday, if necessary, without any discussion whatsoever. But these two things, I think, technically, should be separated and when we are offering to get it passed without discussion on Monday, why should anybody object to it? I think there is unassailable force in it and there is no way you can meet the objection raised by Mr. Pramod Mahajan.

THE DEPUTY CHAIRMAN: If the House so agrees, I have no objection.

SHRIMATI RENUKA CHOWDHURY (Andhra Pradesh):.. .It i_s a matter of not violating the sensibility of other Members.

THE DEPUTY CHAIRMAN: I agree with you. There is no need to argue that matter which is being argued . I explained it. I think you did not hear. When the Chairman agreed, when the Members of the Business Advisory Committee agreed, they could not anticipate when it would be reported to the House. So, whatever technical difficulty has arisen is because *of* the late reporting from the Lok Sabha. Now, if Members, at this point of time, do not want to discuss it, okay, we will have it on Monday, if the House so agrees.

SHRI M. M. JACOB: I have no objection. We can take it up on Monday .

THE DEPUTY CHAIRMAN; The Government has no objection.

SHRI YASHWANT SINHA: Madam. I have a clarification to seek. *(Interruptions)*

THfi DEPUTY CHAIRMAN: Now we will not take up that.

SHRI JAGESH DESAI: Without diseii.-.-'joris on Monday.

THE DEPUTY CHAIRMAN: If the Hous so agiees on Monday without discussions, we will have it.

SHRI YA3KWANT SINHA: Madam, I have A clarification to seek. (Interruptions).

THE DEPUTY CHAIRMAN: One by one I will call.

SHRI H. HANUMANTHAPPA (Karnataka): Madam, I have a-clarification.

THE DEPUTY CHAIRMAN: Don't call it clarification. Otherwise, it will become very difficult. You can say you have a question^

SHRI M. M. JACOB: The question to be asked is whether it is today or on Monday.

THE DEPUTY CHAIRMAN: It is on what? Is it on the reply or on the Appropriation?

SHRI H. HANUMANTHAPPA: On his reply.

THE DEPUTY CHAIRMAN: Okay.

SHRI H. HANUMANTHAPPA: Madam, yesterday also—I made some points but somehow, the Minister did not reply. In the discussion, it has been made emphatically clear that there is a discrimination in the allocation of funds to the South or the North or to the States from where the Ministers have come. Just to make the record straight, I demand from the Minister to place the figures on the Table of the House and endorse one copy of the same to me about the allocations spent in. gauge conversion, track renewal, electrification etc. Madam, the Railways function in zones and each zone covers two or three States.

[Shri H. Hanumanthappa]

Rajya Sabha functions State-wise. We are representatives of the States. We are answerable to the people of the States. I request the hon. Minister to place the figures of expenditure from all these Plans—from 1st Plan to the 7th Plan—and the funds allotted by the Railways State-wise for various developmental projects on the liable of the House so that we have the exact position before us and we are able to tell the people of our States how the Railways are spending the funds.

SHRI YASHWANT SINHA: Thank you, Madam Deputy Chairman. I am sorry, I thought, the Minister would cover the question of RPF in his reply because this point had been raised by a number of Members here. But he has chosen to ignore it. So I am raising it and 1 want his reaction. Madam Deputy Chairman, the point is, the Railway Protection Force is a force of the Railways. It had a recognised association. Then from this association, the recognition was taken away under an amendment which was adopted by Parliament in 1986. There is an enabling clause in that amendment that the Railway authorities can recognise an association. It is only that this power was taken away by the Railway Ministry. Now since 1985, all sections of this House and all political parties have been demanding that the recognition to the association should be restored. But unfortunately, this has not happened so far. If I could just remind Mr. Jaffer Sharief, who is the Railway Minister, that if was in February 1991, last year that the then Railway Minister, in response to a threat of an indefinite fast which was given ,by a Member of his party, who happens to be a Minister of the Council of Ministers today, wrote a letter to this gentleman, Mr. Rangarajan Kumaramangalam, stating that "it has been decided to grant recognition to the association subject to the prescribed formalities." This was on February 27 and unfortunately, after that, because this particular Government resigned, these formalities could not be completed and the association could not get recognition. After that, I just again refresh the memory of the Railway Minister, it was in August that multi-party team, if 1! put it that way, including me; sat on a *dharna* oufeide the house of the Railway Minister. We were arrested. That matter was also raised in the House and if the Minister will recall he wrote a very sweet letter to me and he said that he would have been much happier if we had discussed across the table on a[1] cup of tea. We accepted tills suggestion. *(.Interruptions)'.* I have not received that cup of tea yet. I am very sorry to say that I have been trying to see the Railway Minister ever since August 1991 on this issue, and unformately, he has not been able to give me time and I even wrote to him, I have the correspondence here, Madam Deputy Chairman, When I wrote to the Minister asking him for time, he said—I have been a Minister myself and I know how 'busy the' Ministers are and how difficult it is for them to find time—that he wil try and find time after the last Monsoon Session last year. I am still waiting for his invitation and for his cup of tea which has not been offered to me so far. But the point I am making is that irrespective of whether he agrees to talk to me or not—that is his outlook because after all, there are some courtesies to be maintained some decorum to be maintained on the question of recognition or restoration of the recognition to the RPF association, a decision has already been 1.00 P.M. taken by the Government in February 1991. And I will be very grateful if the Minister could just get up and give [a] favourable response like his predecessor, Shri Janeshwar Mishra, had done. And this is a demand which has received the support of all political parties—I have documents which prove it— and his party's

Members of Parliament have also supported this demand. So will he kindly concede this demand which comes from all political parties and say here and now that he will agree to grant recognition to the RPF Association?

THE DEPUTY CHAIRMAN: Now the tea can be made into a lunch...

AN HON. MEMBER; I can miss the tea but

THE DEPUTY CHAIRMAN: Shri Ram Naresh Yadav...

SHRI V. NARAYANASAMY (Pondicherry) : Madam, I want to speak...

THE DEPUTY CHAIRMAN: Let him ask. ... *(interruptions)*... One minute. ... *(interruption)*... I have written... *(interruptions)*... I can't start another discussion. I am sorry.
... *(Interruption)*.. .There is only one question. I will not permit...
(Interruptions).. .1 have only half-an-hour... *(Interruptions)*...

SHRI DIPEN GHOSH: Madam, it is the case of granting recognition...

THE DEPUTY CHAIRMAN: Now don't interrupt. Listen, Mr. Dipen Ghosh, don't make a habit of just getting up like this. I have not identified you. You are a senior Member. When your time comes, I will identify you and then you can ask. Shri Ram Naresh Yadav.

श्री राम नरेश यादव : (उत्तर प्रदेश) : महोदया, मैं...

उपसभापति : कृपया भाषण न करें सवाल करें।

श्री राम नरेश यादव : मैं भी जान रहा हू, मंत्री जी भी जान रहे हैं। मैं मंत्री महोदय से यह जानना चाहता हूं कि शाहगंज से मऊ छोटी लाइन को बड़ी लाइन जो कि केवल 99 किलोमीटर की है, को परिवर्तित किये जाने का निर्णय ले रहे हैं या नहीं? यह मेरी रिक्वेस्ट है। मंत्री महोदय सकारात्मक ढंग से उत्तर दें कि इस छोटी लाइन को बड़ी लाइन में परिवर्तित किया जाएगा। यह 25 सालों से मांग चल रही है। (व्यवधान)

THE DEPUTY CHAIRMA*: I will identify you... (Interruptions)

SHRI V. NARAYANASAMY: Madam, half a minute.

THE DEPUTY CHAIRMAN: I cannot permit you... *(Interruption)* .. .Too much now. It is not possible. .*(Interruption)*... Not possible. Not possible. There is no time... *(Interruptions)* ... I will write everybody's name and at 1.30 I will adjourn the House. I want to give at least ten minutes to the Minister to answer... *(Interruptions)* ... Shankar Dayal Singhji... *(Interruptions)* \

SHRI V. NARAYANASAMY: Madam, about Rajdhani Express to Madras the Minister said, it will be introduced. I want to know when it will be introduced...

THE DEPUTY CHAIRMAN: I have not permitted you. So, please don't speak... *(Interruption)* ...Please si* down... *(Interruption)*.. .No. Please sit down... *(Interruption)*... I said, no... *(Interruption)* .. .1 am not giving you the permission... (Interruption) ... Shankar Dayalji ... (Interruption)...

SHRI V. NARAYANASAMY: *V»*-dam, I seek your permission.

THE DEPUTY CHAIRMAN; I am not giving you the permission. Why d_0 you seek it?... *(Interruptions)*... Shankar Dayalji... (Interruptions)... There are people who have not spoken on the Railway Budget. If they have some queries, let them aek... (Interruption).. .Never mind.. *:In-terruption)* .. .Please sit down.

श्री शंकर दयाल सिंह : महोदया, केवल एक बात की ओर मंत्री जी का ध्यान दिलाना चाहूंगा कि 1970 से लेकर आज तक किताबों का जो फ्रेट है उसपर जो वृद्धि है उसको आप एक नजर से देखने की कोशिश करें। आज हम कोशिश कर रहे हैं कि हर ग्रामीण क्षेत्र में और हर कसबे में साक्षरता के अभियान के रूप में और प्रौढ़ों को शिक्षा देने के लिए लिटरेचर आसानी से पहुंच सके। दूसरी ओर 1970 में जहां प्रति बिल्टी सौ पर एक रुपये पचास पैसे की दर से रेलवे का चार्ज लिया जाता था वहां 1992 से 30 रुपये लिया जा रहा है। आप जानते हैं कि पंडित जवाहर लाल नेहरू जी के समय में एक बार किताबों पर सेल्स टेक्स लगा था। पोस्टल फ्रेट जब बढ़े थे तो पंडित जी ने उस फाइल को मंगाकर उसे वेच किया था और कहा था ज्ञान के ऊपर कभी भी इस तरह का टेक्स, कर भार नहीं लगना चाहिए। अभी भी वर्तमान प्रधान मंत्री जी हैं एक बड़े शिक्षा शास्त्री हैं। इसलिए मैं सरकार से आपके द्वारा अनुरोध करना चाहता हूं कि पुस्तकों के ऊपर जो आपने फ्रेट बढ़ाया है, डेढ़ रुपये 1970 में था उसको बढ़ा कर 30 रुपये किया है यह उचित नहीं है, इस पर 50 परसेंट कंसेशन देना चाहिए। इसकी घोषणा आप सदन में अवश्य करें। मैं समझता हूं सभी इसकी सपोर्ट करेंगे क्योंकि यह एक अन्याय-पूर्ण कदम है।

THE DEPUTY CHAIRMAN: Shri Sangh Priya Gautam...

SHRL JAGESH DESA1; Madam, I want to ask...

I

THE DEPUTY CHAIRMAN: I will allow you.

SHRI V. NARAYANASAMY: Madam, I want half a minute... *(Inter-ruption)*...

THE DEPUTY CHAIRMAN: Only question. Only question.

श्री संघ प्रिय गौतम : (उत्तर प्रदेश): महोदया, बड़े सरल और सीधे मेरे चार स्पष्टीकरण अथवा सुझाव और प्रश्न हैं। (व्यवधान) पहला तो यह है कि मंत्री जी ने कहा कि 6 हजार किलोमीटर की छोटी लाइन को बड़ी लाइन बनायेंगे तो 10 हजार आदमियों को काम मिलेगा। अगर आप की बात को सच मान लिया जाए तो इससे सिर्फ बगैर पढ़े-लिखे लोगों को काम मिलेगा। 5 करोड़ पढ़े-लिखे नौजवान जो देश में एम्पलायमेंट आफिस में नाम लिखा बैठे हैं और बेरोजगार सड़कों पर घूम रहे हैं उनका क्या होगा?

उपसभापति : आप सवाल करिये।

श्री संघ प्रिय गौतम : मैं सवाल कर रहा हूं कि उनका क्या होगा। यह पहला प्रश्न है। नम्बर, 2, मेरा प्रश्न यह है कि आज तक रेलवे बोर्ड में एक भी अनुसूचित जाति और जनजाति का सदस्य नहीं हुआ है। आपके पास नाम भी रिकमन्ड होकर आये हैं और वे विचाराधीन हैं, इसलिए क्या आप इस अम्बेदकर शताब्दी वर्ष में कोई मेम्बर अनुसूचित जाति का बोर्ड में रखेंगे? मेरा तीसरा प्रश्न यह है कि...(व्यवधान)।

उपसभापति : आप एक ही सवाल कीजिये। दूसरे लोग भी हैं और मंत्री महोदय को जवाब भी देना है।

श्री संघ प्रिय गौतम : मेरा कहना यह है कि राष्ट्रीय राजधानी क्षेत्र के सारे जिले और नगर डायरेक्ट रेल से दिल्ली से जुड़े हुए हैं, लेकिन बुलन्दशहर को नहीं जोड़ा गया है। इसको आप क्यों महत्व नहीं देते हैं और बाबा नरौरा इसको क्यों नहीं जोड़ते हैं? चौथी बात मैं यह कहना चाहता हूं कि आपने घोषणा की है कि पूर्व सांसदों को मुफ्त में पास देंगे, लेकिन आपने पैरा 29 में जो पास सांसद लिखा है उसके बारे में आपका क्या कहना है?

SHRI DINESHBHAI TRIVEDI: Madam, Only after the presentation of the Railway Budget I had an opportunity

to talk to the hon. Minister and to remind him that there exists a region of Kutch which is very much a part of India and which is a border town. It is a very serious issue. Even when the people of Kutch, for decades together, have been requesting—not even demanding but requesting for so many years—that a small stretch between Gandhidham and Bhuj be converted from metre-gauge to broad-gauge, the Minister unfortunately has totally ignored that region as if Kutch does not at all exist. I have been asking for it and the reply always given was that "we have no resourse ces". Madam, people of Kutch are ready even to contribute. I just don't understand why you don't want even to consider that when people are ready to give the money. Would you kindly give an assurance that, before you finalise your recommendations, you will definitely include this particular stretch and it would form a part of your proposal? Let me tell you....

THE DEPUTY CHAIRMAN: Mr. Abrar Ahmed.

SHRI DINESHBHAI TRIVEDI: ... that emotions are running very high. *(Interruptions)* ....

THE DEPUTY CHAIRMAN: Those who have not spoken on the Railway Budget, first let me give them a chance. Mr. Abrar Ahmed. *(Interruptions)* ...

SHRI V. NARAYANASAMY: No, no, Madam. *(Interruptions)*...

SHRI DINESHBHAI TRIVEDI: Kindly take it very seriously and when you reply, please do this. *(Interruptions)*...

THE DEPUTY CHAIRMAN; Mr. Abrar Ahmed, please. (Intermp-*tions)* ... I am not allowing you. *(Interruptions)* ...

SHRI DINESHBHAI TRIVEDI: Before "the people start agitation please kindly listen to it. *(Interruptions)*...

THE DEPUTY CHAIRMAN: Mr. Trivedi, please take your seat.

डा० अबरार अहमद (राजस्थान) : रेल मंत्री जी से मांगें तो सभी लोग करते हैं, लेकिन मैं जिस सूबे से ताल्लुक रखता हूं वह राजस्थान एक बहुत बड़ा प्रदेश है और औद्योगिक दृष्टि से पिछड़ा हुआ भी है। यहां पर छोटी लाइनों को बड़ी लाइनों में परिवर्तित करने की बहुत आवश्यकता थी। इसलिए मैं सबसे पहले माननीय रेल मंत्री जी का बहुत शुक्रिया अदा करना चाहता हूं कि उन्होंने आठवीं प्लान में 6 हजार किलोमीटर रेल लाइनों को छोटी लाइन से बड़ी लाइन में परिवर्तित करने की जो योजना रखी है उसके अनुसार 2 हजार 3 सौ किलोमीटर रेल लाइनें सिर्फ राजस्थान के रेगिस्तानी और पिछड़े इलाके के लिए दी है। उसके लिए मैं राजस्थान की जनता की ओर से उनका बहुत शुक्रिया अदा करना चाहता हूं।

एक बात मैं अपने जिले के बारे में कहना चाहता हूं। मेरे जिले सवाई माधोपुर से बम्बई से आने वाली सभी मेल गाड़ियां गुजरती हैं, वहां पर गंगापुर सीटी एक जमाने में बहुत बड़ा रेलवे स्टेशन था, लेकिन चन्द सालों से इसकी तरफ ध्यान नहीं दिया जा रहा है। कहा जाता है कि किसी अधिकारी के नाराज होने की वजह से इसको बिलकुल उजाड़ छोड़ दिया गया है। वहां पर कोई ट्रेन नहीं रुकती है। छः अरब रुपयों की प्रापर्टी वहां पर बेकार पड़ी हुई है। कितने ही शेडस हैं और क्वाटर्स है। इतनी सम्पत्ति होने के बाद भी इसकी तरफ ध्यान नहीं दिया जाता है। इसलिए मेरी रेल मंत्री जी से गुजारिश है कि वे वहां का सर्वे करवायें और उसके विकास की तरफ ध्यान दिया जाय।

(Interruptions) ...

THE DEPUTY CHAIRMAN: Mr. Baby. *(Interruptions)*... After your contribution if the reply could not come, then one minute will also not bring any reply.

SHRI M. A. BABY (Kerala): Madam, with your permission I would like to ask about the *modus operandi* of the provision giving railway facilities to ex-MPs. My question is that in the statement it has been mentioned that all eligible ex-MPs. would be given this facility. What is the qualification? It would not be fair to state that only those Members who have been Members for such and such period would be provided with this facility So, all ex-MPs. should be given this facility. What is the proposal?

The second point is regarding pro vision for companions who accom pany the ex-MPs. There is confusion regarding that. I would like to make a suggestion. Now, If there is no pro vision for companions of ex-MPs., my submission is that at least in respect of those who have passed 50 years or 55 years there should be a provision giving such facilities to the compan ion also. In the same way the physi cally disabled should also be provided with this facility to take a companion along with them. They should also be considered. (Interruptions). Ladies should have and the babies also should have.

SHRI V. NARAYANASAMY: Babies should not be given. *(Interruptions)* .

THE DEPUTY CHAIRMAN; I am accomodating a lady. Kumari Sayeeda Khatun...

SHRI JAGDISH PRASAD MATHUR (Uttar Pradesh); Let the Minister define... *(Interruptions).*

THE DEPUTY CHAIRMAN; Let us give him a chance to define... *(Interruptions).* Mathurji, yet a lady be accommodated. Kumar Sayeeda Khatun.

कुमारी सईदा खातून (मध्य प्रदेश) : महोदय, मैं जो मसला उठा रही हूं मंत्री जी इस पर ज्यादा ध्यान देने की आवश्यकता महसूस करेंगे। महोदया, आजादी के पहले रेलवे कर्मचारियों के जो ग्रेड निर्धारित किये जाते थे वे दो तरह से होते थे। एक पदोन्नति के हिसाब से होते थे, जिनमें ज्यादातर इंडियन रहते थे और जो डाइरेक्ट भर्ती होते थे, उनमें ज्यादातर ब्रिटिशर्स होते थे लेकिन अभी भी रेलवे कर्मचारियों की भर्ती में यही दो ग्रेड हैं। जब कि अब पूरे कर्मचारी इंडियन है तो इस मामले में इनके बीच भेदभाव नहीं होना चाहिये। अपनी मांगों के लिये इन लोगों ने हड़ताल भी की थी, वोट क्लब पर धरना भी दिया था। मेरा आग्रह है कि उनकी मांगों को मंजूर करने की कोशिश की जानी चाहिये, क्योंकि उनकी ये जायज मांगें हैं। अब जब कि पूरे कर्मचारी इंडियन्स है तो उनमें भेदभाव नहीं होना चाहिये। इन्हीं शब्दों के साथ आपने जो बोलने का मौका दिया, इसके लिये बहुत बहुत शुक्रिया।

THE DEPUTY CHAIRMAN: Shri Hiphei. *(Interruptions).* I have said it very clearly. *(Interruptions).* Kumari Sayeeda Khatun, please sit down. Pandeyji spoke for 51 minutes. You spoke for 43 minutes. If a reply did not come after 53 minutes of contribution, your one minute intervention is not going to get a reply. So, please sit down.

SHRI HIPHEI (Mizoram): Madam, I have only one point. I very much envy the hon. speakers who pleaded for improvement of their rail links, improvement of their stations for their respective States. (Intcrrwp-*tions).*

THE DEPUTY CHAIRMAN: Mr. Vincent, don't disturb. I can see you. I have my eyes quite visible. I can see with my spectacles. Once you raise your hands, I can see that. Don't interrupt.

SHRI M. VINCENT (Tamil Nadu): Madam, only one minute.

THE DEPUTY CHAIRMAN: I will allow but not now. If you interrupt like this, I will not allow. Please don't behave like this.

SHRI HIPHEI; Madam, the people of my State, Mizoram have never seen a train. They have never heard the sound of a train. And they don't kow how it looks like and what it is made of. I would like to ask the Minister whether rail line to Bairabi in Mizoram is ready for use.

THE DEPUTY CHAIRMAN; He is justified in raising this complaint. I fully support him.

SHRI HIPHEI: They may say that it is a hilly area, so it is very difficult to make railway line there. If you see Himachal Pradesh, we can have a small train like that. Why is the whole of north-east Ind'a so neglected? You look at the political map of India. It is connected by a very small piece of land. It can be cut of off. I would like to request this House that more sympathy, more patience, more consideration and more special consideration needs to be given to the whole of north-east so that they also can enjoy the facilities which are enjoyed in other parts of the country. So, I would like to request the hon. Minister to see that Mizoram is also linked, connected with the rail link.

SHRI S. K. T, RAMACHANDRAN (Tamil Nadu): I am very grateful to Mr. Jaffer Sharief for including Madras-Dindigul line for conversion into broad-gauge line. At the same time I charge him for misappropriating the right of Madras city. Madam, Madras city is the major metropolitan city ranked among Delhi, Calcutta and Bombay. Madam, why is Rajadhani Express not being extended to Madras? ... *(Interruptions)*... It should naturally go to Madras because Madras is a metropolitan city... (Interruptions) ... It should go to Madras from Delhi... *(Interruptions)*... What right has he got to divert it to Bangalore? ... *(Interruptions)*...

SHRI M. VINCENT: Madam, why is he not connecting Madras and connectig only Bangalore?... *(Interrup tions)* ... Why is he doing it?----------*(In terruptions)* ...

SHRI V. NARAYANASAMY: The Minister should reply... *(Interruptions)* ... He is neglecting Tamil Nadu... (Interruptions)...

SHRI H. HANUMANTHAPPA: Madam, for 40 years... (Interruptions) ...

SHRI M. VINCENT: Why is the Minister not connecting Madras... (Interruptions).

SHRI V. NARAYANASAMY: The Minister should reply ... (rn*errup-tiona)...

THE DEPUTY CHAIRMAN: Please, do not get agitated. Mr. Vincent, please, sit down... (Interruptions)... Yes, Mr. Jagesh Desai... (Interruptions) ...

SHRI V. NARAYANASAMY: Madam, the Minister should reply... *(Interruptions)*...

SHRI H. HANUMANTHAPPA (Karnataka): Madam, for the last 40 years we have been forced to go via Madras... *(Interruptions)* ... Now, why can't they go via Bangalore?... *(Interruptions).*

THE DEPUTY CHAIRMAN: It is over now. Please, sit down... (Interruption) ... Mr. Desai... (Interruptions) ... I think Andhra, Karnataka, Bombay, Calcutta are all part of India and I am sure the Minister is also aware of it. He represents the Union of India and not any particular State. So, please, do not level any charges like this. (Interruptions)... Do not get agitated... (Interruptions) ...

SHRI V. NARAYANASAMY: Madam, why is he neglecting Tamil Nadu?... (Interruptions)...

THE DEPUTY CHAIRMAN; No, no. That is over. Please sit down... *(Interruptions)*.. .1 am not permitting you. If you do not listen to me I will not allow you next time... (Interruptions)... So, please abide by the ruling of the Chair... (Interruptions)...

[The Deputy Chairman] Please, sit down... *(Interruption?)*... Yes, Mr. Jagesh Desai... *(Interrup. tions)*... I am not permitting you... *(Interruptions)* ... Please take your seat.. *(Interruptions)*...

SHRI M. S. GURUPADA'SWAMY (Uttar Pradesh); Madam, there is no war between Madras and Bangalore ... *(Interruptions)*...

SHRI JAGESH DESAI: Madam.. *(Interruptions)*... If you persuade the Railway Minister with logical argument he always pays attention. Madam, I met him in connection with the increase in the fares of seasonal tickets of suburban trains. He listened to me carefully and then called the officers and had threadbare discussions with them. Although I am not fully satisfied, I can say so much that logical argument has an impact on the Minister and I have see$_n$ it myself. Now, about what Mr. Baby had raised today regarding issuing passes to ex-MPs, I think he has done it half-heartedly.

THE DEPUTY CHAIRMAN: That is because he got re-elected. That is why, he is safe.

SHRI JAGESH DESAI: He was very modest—I believe it was because he was afraid it would otherwise look as if he is doing it for himself. Anyway, we hav$_e$ been giving passes to freedom fighters—rone pass for the freedom fighter and one for his companion. I feel something should also be done for the ex-MPs. After all how many *ex-MPs* are there. When we can give passes to 20,000 to 30,000 freedom fighters we can also provide such facility to th$_e$ ex-MPs. This should also be considered[1]. I would like to persuade him with logic. It is my prayer and I am sure the Minister would announce in this session itself that ex-MPs will also be given passes.

SHRI P. UPENDRA (Andhra Pradesh) : Madam, I would like to differ with my friend Mr. Hanumanthappa when he asked the Minister to make State-wise allocations. This is not correct. , *(Interruptions)* .

SHRI H. HANUMANTHAPPA: Yesterday, you were not here... *(In. terrupUons)*...

THE DEPUTY CHAIRMAN; Please, do not disturb. Mr. Hanumanthappa, I think you are not yet the Minister... *(Interruptions)*...

SHRI H. HANUMANTHAPPA: Madam, he. took my name... *(Interruptions)* ...

SHRI P. UPENDRA: Railways undertake projects according to traffic requirements and also to open up new and backward areas. That is the main criteria which they have. It is not fair to ask the Minister to make State-wise allocations and also it is not fair to accuse the Minister of partiality. Some charges were levelled earlier also against the Ministers, who hailed from West Bengal, Maharashtra, Bihar and Uttar Pradesh. It is not fair because all these things cannot be done in a day. I would only request the Minister to finalise the Eighth Plan projects and announce them in advance so that the people of other areas can be assured that other projects would be taken up during the Eighth Five Year Plan.

THE DEPUTY CHAIRMAN: Mr. Kiruttinan... *(Interruptions)* Let him finish. They have not spoken even once... (Interruptions) But somebody has spoken from your party. I will allow. Don't argue and waste the time. When I say, I will allow, have patience. Do you want him to answer or you only want to ask questions? Let him finish. Every time you people argue. It is very irritating.

SHRI PASUMPON THA. KIRUTTINAN (Tamil Nadu): Madam Deputy Chairman, there are two important issues which are agitating the minds of the people of Tamil Nadu. One is Madurai-Maniachi line and another is MRTS, Madras. The Minister has not mentioned anything about that and the laying of parallel lines between Madurai and Maniachi. I want to know whether any final deci-

sion has been taken. Then, Virudhu-nagar and Quilon are connected with MG line. If we don't have a parallel MG line between Virudhunagar and Madurai, people who are coming from Quilon will be stranded at Virudhunagar. Another thing which Mr. Remchandran mentioned...

THE DEPUTY CHAIRMA; Ab out what he has mentioned, don't repeat. What you want to say, he hag said it. It *is* fine. You support him I will have to call some other people.

SHRI PASUMPON THA. KIRUT-TINAN; I want to make only one more point. Our hon. Minister has rnerJ'cned about the laying of a BG line between Dindigul and Tiruchy. But nothing has been mentioned in the explanatory memorandum about whether he is going to allot more money, whether he is going to convert this MG line between Madurai and Tiruchy...

इतनी रेलवे लाइन बढ़ जाए तभी बहुत है ।

THE DEPUTY CHAIRMAN: This isenough.

SHRI PASUMPON THA. KIRUT-TINAN: Nothing has been mentioned about the MRTS, Madras. No money has been allotted. He has completely neglected Madras city.

श्री दिग्विजय सिंह (बिहार) : मैडम, ईस्टर्न रेलवे में बहुत से लोकोमोटिव स्टीम इंजिनों के शैड्स बड़े पैमाने पर बने हुए हैं । जब से लोकोमोटिव स्टीम इंजन को खत्म किया गया है तब से वहां पर यह वादा किया गया था कि डीजल इंजन शैड्स बनाए जाएंगे । ईस्टर्न इंडिया के अंदर इतने बड़े डिवीजन में झाझा में बहुत बड़े लोकोमोटिव इंजन शैड्स थे जहां पर 10 हजार लोगों को रोजगार दिया जाता था । पिछली सरकारें यह वायदा कर चुकी हैं कि वहां पर डीजल लोकोटिव शैड्स बनाए जाएंगे । लेकिन अभी मुझे पता चला है कि वहां से डीजल लोकोमोटिव शैड हटाया जा रहा है । मैं मंत्री महोदय से रिक्वैस्ट करूंगा कि 10 हजार लोगों को नौकरी से न समाप्त करें या वहां से न विस्थापित करके, चूंकि बहुत बड़ी संस्था बनायी गयी है झाझा रेलवे स्टेशन पर उसको फिर से पुर्नस्थापित किया जाए और डीजल लोकोमोटिव शैड की स्थापना की जाए ।

SHRI SUKOMAL SEN (West Bengal) : Madam, the point is, on 10th of September, 1991, the hon Railway Minister assured the Lok Sabha when the railwaymen were sitting on a dhama in front of the Railway Bhawan—about the reinstatement of the railwaymen numbering 800. Our Minister assured that he had sent his recommendations for the reinstatement to the Cabinet. He told this six months back in the Lok Sabha. Now six months have elapsed. Till now they have not done anything. I would like to know from the Minister as to what they are doing about the reinstatement of about 800 railwaymen who were displaced earlier. The Railway Ministry has not said anything about it. Madam, not only the cases are pending before the Tribunal, but the Government has acted in such a manner that the victims did not get any relief also. I would request the Minister to tell the House what he is going to do about the reinstatement of those employees.

श्री दयानन्द साहब (बिहार): मैडम, मैं रेल मंत्री जी से अनुरोध करना चाहता हूं—मुझे सिर्फ दो प्वाइंट ही बताने हैं ।

एक तो यह है कि अपने देश में पोलिटिकल सफरर्ज का नम्बर हर साल बढ़ता जा रहा है । अभी तो शायद 25–30 हजार को पास दे चुके हैं । एक पर दो आदमी चलते हैं । धीरे-धीरे ऐसा नहीं हो कि ट्रेन में सब पोलिटिकल सफरर्ज चलने लगें और जेनुअन टिकट कटाने वाले को मौका नहीं मिले ।

इसलिए मेरा सुझाव है कि किसी ट्रेन की बोगी में 15 प्रतिशत से ज्यादा फ्री पास वाले न चलें, ताकि कम से कम

[श्री दयानन्द सहाय]

85 प्रतिशत लोग जो टिकट कटाते हैं, उनको जगह मिले । एक प्वांइट तो यह है ।

दूसरा प्वांइट जो यशवन्त सिन्हाजी कह रहे थे...(व्यवधान) यशवंत सिन्हा जी भी बात कर रहे थे, मैं सदन को सूचना देना चाहता हूं कि वह आर० पी० एफ० के यूनियन को रैकोग्नाइज्ड करने के बारे में था । उसका लीडर अनशन पर बैठा हुआ है और एक मंत्री जी के घर पर उसे अनशन पर बैठे नो दिन हो गए हैं । शायद आज या कल में उनके प्राण का अंत हो जाए ।

तो मंत्री जी अपना उत्तर देते समय उसको ध्यान में रखें ? यशवन्त सिन्हा जी यह बात कहनी भूल गए कि मि० झा, कुमारमंगलम् जी के घर पर अनशन कर बैठे हुए हैं और आज अनशन का नौवा दिन है तो कम से कम जो निर्णय लेना हो रेकोग्निशन के बारे में, वह जल्द ले लें ।

इन्हीं शब्दों के साथ, मेरा अनुरोध है कि वह इस पर ध्यान रखें ।

उपसभापति : मंत्री जी, अगर आप तीन मिनट में जवाब दे सकते हैं, तो दे दीजिए, नहीं तो चिट्ठी लिख दीजिए ।

श्री शारदा नहन्ती (उडीसा) : वन मिनट ।...(व्यवधान)

उपसभापति : आप दो लोग और सवाल पूछिए । ...(व्यवधान)

श्री सत्य प्रकाश मालवीय : महोदय छितौनी में रेल और सडक पुल निर्माण की बात बहुत दिनों से चल रही है । ...(व्यवधान)

श्रीमती मीरा दास (उडीसा) : मैडम मुझे भी बोलने का अवसर दीजिए ...(व्यवधान)

उपसभापति : आप बोल चुकी हैं अपने भाषण में, इसलिए बैठिए । ...(व्यवधान)

श्री सत्य प्रकाश मालवीय : ललित नारायण मिश्र ने इसका उद्घाटन किया था । छितौनी में रेल और सड़क पुल निर्माण की बात 1974 में चल रही है । तत्कालीन रेलवे मंत्री ने इसका उद्घाटन किया था ।

दूसरा, यह रेल लोको ग्रैड रनिंग स्टाफ के कुछ लोग हटा दिए गए थे । बराबर आपने आश्वासन दिया है कि उसके बारे में सरकार छानबीन शुरू करने का विचार कर रही है । कृपया अपना उत्तर देते समय इसके बारे में बताइयेगा ।

तीसरा, मैंने आपसे कहा कि 1984 से, जब से मैं राज्य सभा में हूं, मैं बराबर कोशिश कर रहा हूं कि राजधानी एक्सप्रेस गाड़ी को इलाहाबाद में रोका जाए । पिछली सरकार में ज्ञानेश्वर मिश्र ने निर्णय लिया था और वहां गाड़ी रुकने भी लागी थी तीन मिनट के लिए जाते समय और तीन मिनट के लिए आते समय यह गाड़ी रुकती थी। लेकिन अब करीब एक महीने हुआ, उस गाड़ी को इलाहाबाद रोकना बन्द कर दिया गया है ।

तो मेरा कहना यह है कि उसका स्टापेज जो खत्म कर दिया, उसको आप रेस्टोर करिए । यह अन्याय इलाहाबाद के साथ न करिए ।

हमारा अंतिम सवाल यह है कि इलाहाबाद -वाराणसी एक छोटी लाईन 123 किलोमीटर की है और उसका प्रस्ताव मंत्री महोदय को भेजा गया था । उसके बार में अब क्या स्थिति है । (समय की घंटी)

श्री शिव प्रताप मिश्र (उत्तर प्रदेश): मैंने रेल मंत्री जी से प्रार्थना की थी कि जैसे हमारे वरिष्ट साथी श्री सत्य प्रकाश मालवीय जी ने अभी सुझाव दिया था, इन्हीं के कहने से और हमारे कहने से राजधानी एक्सप्रेस इलाहाबाद में रुकती थी और इलाहाबाद में उच्च न्यायालय है। वहां पश्चिमी उत्तर प्रदेश के लोग आते हैं । वहां विश्वविद्यालय है । वह पं० जवाहरलाल नेहरू, मोतीलाल नेहरू और इन्दिरा जी का जन्म-स्थान है और व

हिंदुओं का सबसे बड़ा तीर्थ स्थान है, त्रिवेणी संगम है, जिसमें संसार के दो करोड़ लोग कुंभ में एकत्रित होते हैं ।

तो मैंने जो अनुरोध किया था रेल मंत्री जी से कि राजधानी एक्सप्रेस जो रुकती है, उसे रुकने दिया जाए, उसे बंद न किया जाए, मैं चाहूंगा कि मेरा यह अनुरोध वह मान लें । धन्यवाद ।

श्रीमती मीरा दास : मैडम, उड़ीसा के बारे में कुछ करने दीजिए ।..... **(व्यवधान)**

श्री भारदा मुदुली : हम लोगों की बात जरा सुनिए । उड़ीसा के बारे में कुछ नहीं ... **(व्यवधान)**

THE DEPUTY CHAIRMAN: Now it is 1.30 and there is no time for the Minister to reply. I suggest, Mr. Minister, you can send letters to the individual Members who have made their contribution.. *(Interruption)* Mrs. Mira Das, please don't interrupt. Please take your seat. Mr. Minister, when we have the Railway Appropriation Bill on Monday, if you want, you may include all these points which have been raised now, in your reply at that time. Now the discussion is concluded. The House is adjourned for lunch now for one hour.

The House then adjourned for lunch at thirty minutes past one of the clock.

The House reassembled after lunch at thirty-four minutes past two of the clock. The Vke-Chainnan (Shri Shanka$_r$ Dayal Singh in the Chair.

SPECIAL MENTIONS

THE VICE-CHAIRMAN (SHRI SHANKAR DAYAL SINGH): We shall now take up Special Mentions. Shri Ram Awadhesh Singh. Not here. Shri Suresh Kalmadi. Not here. Shri Jagmohan. Not present. Yes, Mr. Dave.

Power shortage in Gujarat

श्री अनन्तराय देवशंकर दवे (गुजरात): उपसभाध्यक्ष महोदय, मैं अपने स्पेशल मेंशन के माध्यम से जो गुजरात में पावर पोजीशन की जो हालत बनी हुई है उसकी ओर आपके माध्यम से सरकार का ध्यान खींचना चाहता हूं ।

Allocation of natural gas in suffic ient quantities is very essential for the development of the Gujarat State. The State Government has been pres sing for allocation of gas for various projects of power generation. An All-Party Delegation led by the Gujarat Chief Minister presented a Memoran dum to the Union Minister for Petro leum and Natural Gas on the 8th July, 1991. In this Memorandum we have made out a case for allocation of off-shore gas to Gujarat. Gas lik ely to be available from Tapti gas field would be limited, say 3 to 4 million cubic metres per day. There fore, to give adequate supply to the large number of industrial and other users in Saurashtra and other reg ions, the State Government has pro posed to the Government of India that the surplus gas of Bombay High gas field which is being burnt at present should be brought to Pipavav. We have assured the Government of India that full use of gas will be made in keeping with the priorities of the Government of India.

Bombay High and South Bassein oil/gas fields are amongst the most potential and productive fields discovered by the ONGC. Bombay High and its satellites Hire and Ratna fields produce oil as well as associated gas. Presently out of about 30 MMCMD of gas produced, 14.5 MMCMD is being flared for want of transportation facility as well as lack of users.

Pipavav has already been identified as shore terminal for gas and can be easily taken up for development.

Tapti being a free gas field, its development can be taken in 2nd